

Ind., and Charles Hansel, gunner's mate, of New York, whose brother, Walter Hansel, lives at No. 2021 Eighth avenue, in that city, are on the road to recovery.

CAUSE STILL UNCERTAIN.

Cinder Theory Thought Plausible—Men Not Considered to Blame.

Washington, July 16.—It is said at the Navy Department that it is extremely improbable that the accident aboard the Georgia resulted from any carelessness or lack of precaution on the part of the men on the ship. A short time ago a thorough inspection was made of every detail of the Georgia's ordnance by Commander Schofield, one of the most expert of the ordnance officers of the navy. This inspection included every one of the guns, the details of the turret mechanism, the workings of the ammunition hoists (which, because of the superposed turrets of the Georgia, are rather more complicated than the ordinary type), and, finally, and most important, the handling of the guns and mechanism and ammunition by the sailors. It was found that the ship's company was efficient at all points, and it was certain that they were following closely the firing regulations in every essential detail.

In the absence of any other plausible explanation, the officials here are disposed to give consideration to the theory advanced by some of the Georgia's officers when they came ashore at Boston, that the powder was fired accidentally by a shot which came floating down smoldering from the funnel and settled by chance into the open scuttle on top of the turret, alighting on the powder. It is pointed out that the bag holding the powder is of thin wire, which is rather inflammable. In fact, it is necessary that it should be so, in order to be entirely consumed in the hole of the gun after the charge is fired. Otherwise bits of burning cloth might accidentally explode the next charge of powder before the breech could be closed. Such accidents have occurred in the past, but the bags are purposely made thin and inflammable. In case of ammunition used in battle, the bagging is frequently made of silk, with a view to its being still greater strength and perfect combustion of the envelope after firing. It is proposed to carry the principle still further, and the ordnance bureau is experimenting with a method of impregnating the cloth with colloid, to make it at once waterproof and highly inflammable.

In answer to an inquiry as to whether it is necessary to have the scuttle on top of the turret open while target practice is going on, it was said at the department that this is almost a necessity, owing to the high temperature in the turret during rapid firing. The opening also gives an easy means for the communication of officers. A further consideration is the effect upon the nerves of the gunners of knowing that a way of escape is always open in case of an accident. Thus the men may have perished in the Georgia's turret through the means adopted by them to secure their safety.

When asked what additional precaution could be suggested as the result of this last accident, the officials of the department confessed that they had nothing to do but await the findings of the board of examination which had been convened, and with the data then in hand to endeavor to frame some change in methods that would eliminate this last source of danger. The report is expected to come by wireless telegraph from Admiral Thomas, commanding the second division of the battleship fleet, as soon as the board's work is completed.

Some comment is likely to be caused by the action of the Navy Department in ordering the Georgia to return to the range and resume her target practice as soon as the victims of the accident had been removed from the ship at the Boston Navy Yard. The explanation is that the accident is a case of a general demoralization of a crew of a ship which has had such an accident if the men are permitted to brood over it before undertaking again to handle the big guns. The almost inevitable result is a loss of "nerve" such as acrobats suffer when they have sustained a fall, and the only means of avoiding this is to remove immediately the attempts to accomplish the particular thing which led to the accident. So in the case of the Georgia it was felt to be absolutely necessary to get the men again into the turret and at their work of handling the big guns, treating this disaster as just such an incident as might occur in the heat of action with a foe.

The Navy Department has been advised that the Georgia returned to the practice grounds, near Provincetown, at 10 o'clock last night. She will resume her target practice to-morrow.

It is generally expected at the Navy Department that the board of examination will be made up of the commanders of the ships composing the second division of the battleship fleet and of the Louisiana, which was engaged with the other vessels at the time. In this case the board would consist of Captains Schroeder of the Virginia, Walnwright of the Louisiana, Kimball of the New Jersey, McCrea of the Georgia and Bowman of the Rhode Island. There is a possibility, however, that Captain McCrea may prefer not to sit as a member of the board, in view of the fact that the accident occurred on his ship.

The navigation bureau was informed early today that the board would begin its sittings at 10 o'clock this morning.

SYMPATHY FOR GOODRICH

Yamamoto Sends Telegram—Cinder Theory Doubtful.

Rear Admiral Caspar F. Goodrich, commandant of the Brooklyn navy yard, whose son, Lieutenant Caspar Goodrich, died in the naval hospital at Chelsea late on Monday from injuries received on the Georgia, returned to the navy yard at noon yesterday. All day telegrams of sympathy came from relatives and friends and from officers in the service, with whom the young lieutenant was a favorite.

One of the first telegrams was from Admiral Yamamoto, who was recently entertained by Rear Admiral Goodrich at the navy yard. The telegram was dated Boston, and said:

"Please accept my deepest sympathy for the most grievous accident of the Georgia, and greatly regret to hear your son is wounded, and wish most sincerely his speedy recovery."

Admiral Dewey and Rear Admiral Coghlan were among the first to offer their condolences. Mrs. Goodrich and her daughters are prostrated.

Officers on board the ships in the navy yard yesterday were at a loss to explain the cause of the accident. "It would be folly for any of us to attempt to say just what caused the powder to ignite," said one. "It would be all guesswork, and what we want is facts."

Captain Samuel P. Conley, who commands the battleship Alabama, which is undergoing repairs on the drydock, was disinclined to believe that the accident was caused by a cinder from the smokestack.

"My experience with cinders from that source," said he, "is that they are dead before they strike the deck, and I have never known of any burning of our hands or our clothes while waiting the quarterdeck and steaming into a head wind. The chances of a cinder setting fire to a powder bag inside a turret are very remote. There will be an official investigation, at which, I feel sure, the actual cause of the accident will be discovered. The causes of the other accidents in turrets have been discovered, and the best possible remedies applied, so I have no doubt we will be able to ascertain the cause in this case, so that we may safeguard the men from accidents in the future."

MANY SEND SYMPATHY.

Message from the President—Flowers from Yamamoto.

Oyster Bay, July 16.—President Roosevelt was greatly shocked over the news of the accident on board the Georgia, and has telegraphed for full particulars concerning the explosion, together with the condition of the wounded sailors. The following telegram was sent by the President today to Acting Secretary Newberry at Washington:

"I am inexpressibly shocked and grieved at the dreadful accident on the Georgia and the death of the gallant officers and men. I wish full particulars at the earliest possible date, and I especially want to know about the man who is reported as having lost his life while endeavoring to prevent the accident involving the destruction of the ship. Let me know the condition of the wounded men."

"THEODORE ROOSEVELT."

Boston, July 16.—Two huge boxes arrived at the naval hospital at 11 o'clock today, one marked for Midshipman Cruise and the other "For the Sailors of the Georgia." They were from Admiral Yamamoto, and each one was filled with flowers. The hospital authorities, in behalf of the injured men, will express to the Japanese admiral appreciation of his thoughtfulness.

Washington, July 16.—The telegram of sympathy from President Roosevelt at Oyster Bay was received at the Navy Department this afternoon. An earlier telegram from the President in response to the telegram officially advising him of the accident said:

"I am greatly concerned over the accident. Keep me informed fully of particulars."

The following telegram was received from the Italian naval attaché:

"On behalf of the Italian Embassy and myself I send through you to the navy sincere sympathy and condolence for the disaster on board the battleship Georgia."

A telegram of condolence was also received from the officers and members of the Victorian Club, of Boston, a British organization, who "deeply grieved by the terrible accident to the officers and men of the United States battleship Georgia," expressed their profound sympathy for the comrades and relatives of the dead. The dispatch is signed by F. C. Desmoulin, president of the club.

THOMAS TO BE BURIED AT NEWPORT. Newport, R. I., July 16.—The body of William M. Thomas, on the battleship Georgia, was brought here from Chelsea, Mass., to-night, in the care of his family.

father and brother. Rear Admiral John T. Merrill, commandant of the 2d Naval District, sent a representative to the Thomas family's home, and it was arranged to have the funeral, which will be held on Thursday afternoon, attended by a battalion of seamen apprentices from the United States naval training station. The seaman will be buried with full naval honors.

HAS PLANS FOR TESTS.

Park Benjamin Would Let Inventors Work on Old Warship.

In discussing the cause of the Georgia explosion last night Park Benjamin, a patent lawyer, of No. 203 Broadway, who is regarded as an expert in certain naval affairs, spoke strongly of the necessity for immediate definite action in view of Monday's explosion.

"Apparently one of the problems involved on our battleships," said he, "is the one of conveying a bag of powder from the magazine to the breech of a gun without a premature explosion. This is the fourth time such an accident has occurred. 'First there was the explosion on the Missouri, said to have been caused by a 'flare back.' This was followed by the accident on the Massachusetts. Then came the Kearsarge affair, and now there is the Georgia explosion."

"There are only two possible solutions, perhaps mutually involved, that I can see. One is the invention or employment of some powder that will only explode by concussion in the bore of a gun. The other is the immediate turning over of some obsolete battleship into an experimental vessel in charge of inventors, where this and other problems can be worked out."

Mr. Benjamin then made what some persons regarded as a somewhat startling suggestion.

"I suggest," he said, "that the Massachusetts be turned into such an experimental vessel, with Commander Bradley A. Fiske in charge. Cruising battleships and their officers, even were other things equal, have no time for such experiments which should be placed in the hands of inventors."

Mr. Benjamin referred the reporter to an article by Commander Fiske in the July issue of "The Journal of the Naval Institute." He said that he was in entire agreement with the commander's views therein expressed.

When asked for his opinion of the suggestion of placing live wire screens over the turret port holes, he said:

"That is old, and to my mind, impracticable, if only because there would be insufficient air for the men in the turret."

He added that the handling of the guns also would make this impossible.

Mr. Benjamin intimated that the suggestion of an experimental vessel would be sent to the government authorities for consideration.

CHAUTAUQUA SEATS FALL.

Panic Follows Accident in Which One Hundred Are Injured.

Evansville, Ind., July 16.—The tiers of seats in the west entrance of the Chautauqua auditorium here fell soon after the exercises opened to-night, and nearly five hundred persons were thrown fifteen feet to the ground below. Eight persons were taken out so severely injured that they may die, while more than a hundred others were more or less seriously hurt. Intense excitement prevailed for a time, especially among the majority of persons on the wrecked tiers were women and children.

A HINT OF REPUDIATION.

Venezuela May Refuse to Pay Debt of \$2,000,000 to Belgians.

Brussels, July 16.—Venezuela has intimated that it will refuse to pay the \$2,000,000 debt to its Belgian creditors. This decision is contrary to the finding of the Hague tribunal, and the Belgian government, which has been insisting that the government of Venezuela should pay the debt, is doing its utmost to induce Venezuela to carry out the Hague verdict.

A dispatch from Washington on May 11 said that payment by Venezuela of the debt of the United States and another nations, including Belgium, would begin soon after July 1. It was estimated that six years would be required to settle these claims.

PAILOF SMOKE ENVELOPS TOWN.

Lightning Fires Standard Oil Tank at Lima and 250,000 Barrels Burn.

Lima, Ohio, July 16.—Lightning today fired one of the huge tanks of the Standard Oil Company here and 250,000 barrels of oil were ignited. The city is enveloped in darkness, and the smoke is almost stifling. Cannon have been brought into position to prevent the spread of the flames to other tanks near by.

LOCOMOTIVES OUT OF TUNNEL SOON.

New Haven Starts Electric Trains Sunday—Switching Engines Only Will Use Steam.

The New York, New Haven & Hartford Railroad Company will begin operating its suburban trains by electricity on Sunday. After that no steam locomotives except switch engines will run through the Park avenue tunnel.

The electric trains will be run between the Grand Central Station and New Rochelle until August 1, when it is intended to extend the service to Port Chester, and by September 1 the company hopes to be running electric trains between New York and Stamford. The steam locomotives hauling the express trains will be switched off at New Rochelle and the trains will be run into the Grand Central Station by electricity.

The company will operate the service with thirty-five 1,000-horsepower motors. More trains will be put on when the service is complete to Stamford.

TRAIN COMING, GIRL HANGS TO TIE.

Prisoner on Bridge, She Swings in Air as Express Rattles by Overhead.

Bloomfield, N. J., July 16 (Special).—To escape being run down by an express train on the Lackawanna railroad bridge between Watessing and Bloomfield today a young woman, whose name could not be learned, lowered herself on the outside of the trestle work and clung to the tie until the train, with grinding brakes and sparking wheels, passed by over her head. The engineer, after passing the spot, stopped the train and ran back with the train crew to assist the woman, but before they could reach her she had raised herself up on the bridge girders and ran down the embankment toward East Orange.

RICH, BUT IN JAIL AS VAGRANT.

Pittsburg, July 16.—James Nallon, fifty-nine years old, a wealthy coal operator of Belmar, Ala., was found today by his sons in the county jail here as a vagrant through a newspaper advertisement.

Nallon was en route from Belmar to Canton, Ohio, to negotiate for the sale of some coal lands, and arrived here on July 15 with \$700. He was only here several hours, when he was robbed. He wired his sons, but gave no address. He then went to the police station and asked to be arrested, as he had no means or shelter.

The sons arrived several days ago, and detectives have been searching the city vainly. This morning an advertisement in a local newspaper was seen by the jail warden and Nallon was located.

**Dr. Lyon's**  
PERFECT  
**Tooth Powder**  
Cleanses and beautifies the teeth and purifies the breath.  
Used by people of refinement for over a quarter of a century.  
Convenient for tourists.  
PREPARED BY  
**J. W. Lyon, D.D.S.**

NO PROGRESS AT ALBANY

Legislature May Adjourn Without Making Reapportionment.

[By Telegraph to The Tribune.] Albany, July 16.—Not an atom of progress was made today toward settling the reapportionment difficulty, and apparently the situation is verging on an absolute formal deadlock, when the two houses of the Legislature will defy each other as they did at the end of the regular session. An adjournment without having made an apportionment is quite within the possibilities, though most legislators believe that would be taking long chances with a patient but persistent Governor.

Meantime the condition of affairs here is little short of chaotic; signs, portents and rumors of every variety are abundant, but lead to nothing. Each house of the Legislature seems determined to stand by a fairly well worked out policy, the result being day after day of inaction. Legislators, chafing at this, are hoping that the Governor will disclose his hand in some fashion to end the deadlock. Some even advocate an adjournment as the likeliest method of forcing his hand.

Members of the Apportionment Committee declared to their friends today that each committee, if no agreement were reached at the meeting, would insist that a formal report of non-agreement be signed and presented to each house.

"Will you appoint another conference committee if no agreement is reached?" Senator Raines was asked.

"I think not," he replied. "The likeliest action will be to adjourn. It is a foregone conclusion that that bill would be the result of the adjournment of the Legislature."

But no meeting of the committees was held today, so affairs did not reach that critical stage. That is postponed until to-morrow, when Senator Hinchman, chairman of the Senate Committee on the subject, will be present. Whether another night of reflection will bring moderation, whether it will produce some symptoms of surrender on either side, whether it will bring action from Governor Hughes, were questions canvassed anxiously here to-night. Nobody ventured any prophecies.

Pending the reaching of some agreement or an absolute failure to agree action on the direct nominations bill is almost impossible, as no legislators are here save the members of the apportionment committees and a few stragglers, whose interest in the situation keeps them on the field of battle. Senator Smith, one of the sub-committee of the Judiciary Committee to consider the question of the legality of an adjournment, said that he was here to-day, but that he was not the slightest doubt as to the right of the Legislature to make an adjournment at this extraordinary session—if it could agree on one. This committee also must look up the legal points involved in the call for an special election of Senators this fall. It will report in a few days. Senator Hinchman, who is chairman of the committee on the subject, is expected to report on the subject to-morrow, besides the apportionment affair has to make a report on the Travis and Glick direct nominations bill.

The report was renewed again today that Governor Hughes might ask the Legislature to remove Otto Kelsey, Superintendent of Insurance, because of reports of changes of mind on the part of some Senators regarding the Kelsey bill. This is the first time that the Governor has been asked to remove a member of the Legislature. It is believed for a moment that the Governor believes Mr. Kelsey a fit head for the Insurance Department. But they expect him to go about this affair in a different fashion. There is little doubt, however, that some of the Senators who voted to remove Kelsey are now anxious to see the question of his removal brought up again. They consider it a little too much to have to make sacrifices, as some of them did, again.

TO LIMIT EXPENSES OF CANDIDATES.

Governor Hughes Signs Bill Which Amends Penal Code.

Albany, July 16.—Governor Hughes signed today the bill of Assemblyman Phillips, amending the Penal Code to limit the expenses of candidates for public office. Candidates for the office of Governor are limited to \$10,000; for any other elective state office other than a judicial office, \$5,000; for Congress or Presidential elector, \$3,000; State Senator, \$2,000; for Assembly, \$1,000; for county or city office, \$500. The bill also provides that by the electors of county, city, town or village, or any part thereof, if the total number of votes cast therein for all candidates for the office of Governor at the last general election was less than five thousand or less, \$500; if the total number of votes cast therein at last preceding state election be in excess of five thousand, the sum of \$5 for each one hundred votes in excess of five thousand may be added to the amount above specified. A violation of this act is made a misdemeanor.

The Governor also approved the bill of Assemblyman Phillips, which amends the Penal Code and makes adultery a crime in this state, punishable as a misdemeanor, with a fine of \$250 or six months' imprisonment in penitentiary or jail, or by both. This act takes effect on September 1.

SECRETARY OF UPSTATE COMMISSION.

John S. Kennedy, Who Served with Railroad Commission, Appointed.

Albany, July 16.—John S. Kennedy, secretary of the former State Railroad Commission, was appointed today by the Public Service Commission in the 2d District as its secretary, at an annual salary fixed by law of \$6,000. Chairman Stevens said that the commission desired a man who was wholly independent of outside considerations. Mr. Kennedy is a native and resident of Cortland County. He served there as city clerk, alderman and supervisor, and in 1899 President McKinley appointed him postmaster of Cortland. He was reappointed by President Roosevelt, and served as a member of the New York Central and Hudson River Railroad Commission. He was also a member of the Delaware and Hudson railroad and representatives of the Baldwin and American locomotive companies in reference to regulations covering the inspection of locomotive boilers. The commission desired a man who was wholly independent of outside considerations. Mr. Kennedy is a native and resident of Cortland County. He served there as city clerk, alderman and supervisor, and in 1899 President McKinley appointed him postmaster of Cortland. He was reappointed by President Roosevelt, and served as a member of the New York Central and Hudson River Railroad Commission. He was also a member of the Delaware and Hudson railroad and representatives of the Baldwin and American locomotive companies in reference to regulations covering the inspection of locomotive boilers. The commission desired a man who was wholly independent of outside considerations.

GIRL KNOCKED DOWN AND GAGGED.

Lena Greenblatt, seventeen years old, lay yesterday at her parents' home, No. 78 Livingston street, in a hysterical condition, the victim, she said, of an assault committed on her on Sunday at the home of Mrs. Kregel, for whom she worked, at No. 55 West 115th street. Two men employed about the house as painters, the girl said, entered the kitchen where she was at work, knocked her down and gagged her. Jacob Levenstein, seventeen years old, of No. 53 East 14th street, and Louis Yermolovitch, twenty-three years old, of No. 22 Rutgers place, were arrested.

Only One "BROMO QUININE"

That is LAXATIVE BROMO QUININE. Similarly named remedies sometimes deceive. The first and original is a WHITE PACKAGE with black and red lettering and bears the signature of E. W. GROVE, 25c.

**Summer Tourist Rates**  
Round Trip from Chicago to  
**\$30**  
Denver, Colorado Springs and Pueblo  
Tickets on sale daily until Sept. 30  
Via the  
**CHICAGO, UNION PACIFIC & NORTH-WESTERN LINE**  
Round trip Chicago to Denver, Colorado Springs and Pueblo. Tickets on sale first and third Tuesdays of each month. Return limit 21 days.  
For excursion rates from your city via this route inquire of nearest ticket agent.  
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CS 40

COCKRAN HAS PANACEA.

TO CURE CORPORATE ILLS.

No Attack on Mayor at Tammany Meeting, but W. Bourke Talks.

Representative W. Bourke Cockran, at Tammany Hall prescribed last night remedies for two public complaints—the predatory predilections of corporate power and the law's delays. For the first he would have the government name a director in every board of directors of a corporation using public franchise, the government's representative being the highest public official in the territory occupied by the corporation.

The employees should also name one of the directors, he said, but the capital invested in the corporation should control and name the majority of the directors.

In practical working out this would give the President the naming of a representative in every interstate corporation, the Governor the naming of a director in every so-called state corporation and the Mayor a similar prerogative in strictly local instances. Labor would also have a representative in every board of directors.

For the law's delays Mr. Cockran would reorganize jurisprudence and have the state constitution compel the adjudication of simple issues within fifteen or thirty days, all decisions to be given with the greatest promptness, opinions, if any, to follow at the convenience of the court. If there are an insufficient number of judges now commissions should be appointed, so that this district should have five appellate departments to clear up the calendars. The Court of Appeals should not be allowed to exceed three months in which to dispose of the weightiest questions, and the decisions of that court should be given in advance of their written opinions.

All day yesterday the air was full of rumors of an attack to be made by the Tammany party platform by the last Democratic State Convention. Believing Democracy as there declared to be but the application to political institutions of the injustice of the law, Mr. Cockran, who has been a victim of his own party's policy, said that he had been a victim of his own party's policy, and that he had been a victim of his own party's policy.

After Thomas P. Smith had read the new code of rules, which was the old one brought forward for re-reading, he read the set of resolutions written by Mr. Cockran, starting off with the following well-known Cockranian platitude:

"The Democracy of the city and county of New York assembled in general committee at Tammany Hall reaffirms the definition of Democracy embodied in the resolutions adopted by this organization at the last Democratic State Convention. Believing Democracy as there declared to be but the application to political institutions of the injustice of the law, Mr. Cockran, who has been a victim of his own party's policy, said that he had been a victim of his own party's policy, and that he had been a victim of his own party's policy."

**WOOLLAND Bros'**  
95, 97, 99, 101, 103, 105, 107,  
Knightsbridge, London, S.W.  
(Centre of Fashionable London)  
Refined and Dainty Apparel.

Immense Selections of  
Advanced Fashions  
in Millinery. Costumes.  
Mantles. Tea Gowns. Matinees.  
Blouses and Shirts.  
Peignoirs. Children's Choice.  
Lingerie. Corsets. Underwear.  
Baby Linen. Flowers. Hosiery.  
Silks. Laces.  
Sunshades. Etc.

Water Commissioner O'Brien was in a neighboring cafe awaiting the news from the firing line, and seemed to be disappointed when the word came that the only broadside was from "General" Cockran.

Charles F. Murphy attended the meeting and was liberally applauded when he entered the hall.

RIOT CAUSES "L" WRECK

Continued from First Page.

of his way they paid no attention to him and the train was so packed that he was unable to get the conductor to stop the train. He struck to his post, dodging a blow now and then and trying to keep a watch on the track between the struggling bodies. Just as he passed 107th street, he says, he shut off his power and tried to put on his brakes. The next moment the Italians had him jammed into his box and before he could clear himself the crash came. He was jammed into his seat and held wedged into a little space by a splinter of the little seat in the box.

His story was corroborated by S. D. Smith, general superintendent, who rushed to the wreck as soon as he learned of it. A passenger who said he was John J. Brady, vice-president of the Standard Rubber Company, of Newark, declared, however, that there was nothing to obstruct the view of the motorman, and that he saw him put on the brakes, but that they failed to work promptly enough to save the train.

Trains were blocked on both tracks for a long time. The work of rescue and clearing the tracks was made slow by the condition of the two cars, which came together. The forward car of the South Ferry train was crumpled up like a badly used silk hat, and the rear car of the other train was not in much better shape. All of the lights were out, the bulbs having been shattered by the force of the impact. The only light at first was the sickly blue flicker and flash from the short circuited contact rail, which added to the peril of all until the power was shut off.

Mr. Smith, as soon as the wounded had been cleared from the wreck, ordered the long string of lay-up trains in the express track to be moved out so that north and south bound traffic could be deflected at 96th street and 110th street respectively. When the passengers of the blocked trains learned of the accident many of them took to the surface cars rather than continue their trip on the elevated line.

The accident was the second of the celebration. While the church parade was passing up First avenue there was a fire, in which the crowd was inclined to be riotous and gave the police and firemen a hard time.

NOVEL MARRIAGE PROPOSITION.

South Dakota Girl Will Wed Rancher if He Possesses Every Virtue.

[By Telegraph to The Tribune.] Sunflower, Neb., July 15.—James Simpson, a wealthy Scotts Bluffs County cattle rancher, has received a novel proposition of marriage from a girl in Westington Springs, S. D.

The Dakota girl, numbering one dozen, recently adopted a child. Simpson heard of it and offered to marry any one of the dozen and to adopt and educate the child.

He has received an answer, stating that, after due consideration, the oldest of the girls will accept, provided he "don't use tobacco, don't drink, has money, goes to church regularly, don't use profane language, stays at home evenings, don't frequent poolrooms or clubs, will take good care of his wife and won't flirt."

If he can meet the specifications demanded he will wed at once.

MILLION FOR LEVEE IMPROVEMENTS.

New Orleans Banks Advance Money to Enable Work to Begin at Once.

[By Telegraph to The Tribune.] New Orleans, July 15.—The local banks will furnish \$1,000,000 to the levee board for emergency levee work in the immediate vicinity of the city. Work will begin at once on four projects, two of which have been mapped out. The loan is to be properly safeguarded by the levee commissioners. This settlement was reached to-day, after conferences lasting several weeks. The sum to be loaned by the banks will be sufficient to carry the work of the levee board through the summer. It is expected that the lawmakers will then make provision for a large levee fund for use in New Orleans.

Title Insurance

Is not only desirable, but necessary by reason of the many unrecorded facts affecting titles to real estate. These include: Claims for dower; claims by mechanics for work done on premises; mistakes in identification; service of wrong parties; rights of children born after making of a will; forgeries of wills or deeds; claims of parties in adverse possession or to the ownership of easements not of record.

The policy of title insurance issued by this company protects to the utmost against all hidden facts.

TITLE GUARANTEE AND TRUST CO

Capital and Surplus, \$12,000,000  
176 Broadway, New York.  
175 Remsen St., 198 Montague St., Brooklyn

**G.W.R.**  
OF ENGLAND.  
TO & FROM  
**ENGLAND.**

**SAILINGS FROM NEW YORK.**  
COWARD LINE—Every Saturday and alternate Tuesdays  
WHITE STAR LINE—Every Thursday

**SAILINGS FROM BOSTON.**  
COWARD LINE—Every alternate Tuesday  
WHITE STAR LINE—Every alternate Wednesday

**SAILINGS FROM PHILADELPHIA.**  
AMERICAN LINE—Every Saturday

**QUEENSTOWN QUAY** dep. 7:45 8:35  
CORK dep. 8:19 7:29  
ROSSLARE HARBOR dep. 8:40 7:40  
FISHGUARD HARBOR dep. 12:20 11:30  
CARDIFF dep. 4:5 8:10  
NEWPORT dep. 7:40 6:10  
BRISTOL (Temp.) dep. 8:23 6:31  
READING dep. 7:40 7:55  
LONDON (Paddington) dep. 9:11 8:21

**TO PHILADELPHIA**  
LONDON (Paddington) dep. 8:45 8:45  
READING dep. 9:28 8:56  
BRISTOL (Temp.) dep. 9:45 9:45  
NEWPORT dep. 11:18 11:18  
CARDIFF dep. 11:40 11:40  
FISHGUARD HARBOR dep. 2:15 2:15  
ROSSLARE HARBOR dep. 5:10 5:10  
CORK dep. 9:20 9:20  
QUEENSTOWN QUAY dep. 11:50 1:05

**SAILINGS FROM QUEENSTOWN.**  
TO NEW YORK  
COWARD LINE—Every Saturday morning and alternate Wednesdays  
WHITE STAR LINE—Every Friday morning

**TO BOSTON**  
WHITE STAR LINE—Every alternate Thursday morning

**TO PHILADELPHIA**  
AMERICAN LINE—Every Thursday  
Passenger should sit at Queenstown before 8:30 p.m. on Wednesday

**Luxurious Trains run alongside the Channel Turbine Steamers, at Rosslare and Fishguard.**

**BREAKFAST, LUNCHEON and DINING CARS**

Paddington Station, London, W., June 1907

**JAMES C. INGLIS General Manager.**

**Shopping**  
May be done  
**Comfortably**  
In the hottest of weather  
**By Telephone**  
Have you tried it?  
NEW YORK TELEPHONE CO.,  
15 Day Street